COTTAM & Co.

Have Received
A Shipment of American
BOOTS & SHOES
From the Celebrated American
Boot and Shoe Syndicate.
EXCELLENT VALUE!
MODERATE PRICE!

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL, CARLILL & Co.,
General Agents.

NEW SERIES No. 744. 日二十月十年三十二緒光 SATURDAY, NOVEMBER 6, 1897. 六拜禮 號大月一十英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lau's, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
Acting Chief Manager,
GEO. MUNRO.

Interest for 12 months Fixed. 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.
Hongkong, 11th August, 1897. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 2nd June, 1897. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 7,000,000
RESERVE LIABILITY OF PROPRIETORS... $10,000,000

COURT OF DIRECTORS:
SIR C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.
C. Beurmann, Esq. | A. I. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 14th August, 1897. [8

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [9

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [28

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.
MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c, taken at CURRENT RATES to all parts of the World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1886. [26

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1802. [30

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

FANCY FAIR AT MACAO.
SPECIAL CHEAP EXCURSION.

WEATHER permitting, the Steamer "HONAM" will leave HONGKONG for MACAO TO-MORROW, the 7th November, at 9 A.M., and on the return journey will leave Macao at 10 P.M.
The Portuguese Amateur Band has kindly consented to play a selection of Music during the passage to Macao. In the Evening a Fancy Fair is announced to take place in Macao.
RETURN FARE, $2.50. No Single or Second Class Fares. Chinese servants 60 cents each way.
Tickets are obtainable at the COMPANY'S OFFICE before the day of or the morning of sailing on board the Steamer.
T. ARNOLD,
Secretary.
Hongkong, 6th November, 1897. [1-w 1667

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Sunda*	S. G. D. Andrew, R.N.R.	About 11th Nov...	Freight or Passage.
JAPAN, &c.	*Canton*	D. C. Gregor, R.N.R.	About 12th Nov...	Freight or Passage, *vis* SHANGHAI.
SHANGHAI	*Ganges*	T. F. Creery	About 13th Nov...	Freight or Passage.
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 16th Nov...	Freight or Passage. (Passing through the Inland Sea).
LONDON &c. ...	*Ancona*	W. D. Mudie, R.N.R.	Noon, 18th Nov...	See Special Advertisement.
LONDON ..... STRAITS AND BOMBAY	*Manilla* ..... *Kaisar-i-Hind*...	R. S. Haddock, R.N.R. S. Barcham	About 15th Nov... About 29th Nov...	Freight or Passage. Freight only.

For Further Particulars apply to
H. A. RITCHIE, Superintendent.
Hongkong, 5th November, 1897. [5

W. POWELL & CO.

LADIES KID GLOVES,
LADIES SUEDE GLOVES,
LADIES EVENING GLOVES,
LADIES WHITE KID SHOES,
LADIES BRONZE SHOES,
LADIES OPERA CLOAKS,
&c., &c., &c.
ALL NEW GOODS.
Hongkong, 6th November, 1897. [19

LIGHT ENGLISH ALE.

	4 dor. Qts.	8 dor. pts.
Bass' Light Gravity	$15	$17
Ind Coope	$14	$15

TRADE MARK. IN EXCELLENT CONDITION.
Hong Name:— SAMPLES ON APPLICATION.
YUEN WO.
SPECIAL QUOTATIONS FOR QUANTITIES.
TELEPHONE, No. 135.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 4th November 1897. [16

HONG KONG PRIME BEEF & MUTTON CORNED BEEF & TONGUES VEAL SAUSAGES
11 13 15
CENTRAL MARKET
BUTCHERY
Hongkong, 1st May, 1897. [116

TRY THE CLUB HOTEL AT THE HONGKONG HOTEL.

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Special attention paid to the Comfort of Visitors.
E. V. SIOEN, Manager,
Yokohama, 1st October, 1897. [48

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT ..... THOS. SKINNER.
1245] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION. Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.
A Covered Way has been constructed from the Station to the Hotel.
THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.
GEO. J. CASANOVA, *Manager.*
CITY OFFICE, No. 7, Duddell Street, [1353

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.
FLETCHER & CO.
and
CARMICHAEL & CO
23]

DON'T MISS

THE OPPORTUNITY OF SEEING SPECIMENS OF THE LATEST
PARISIAN BONBONNIERES
FILLED WITH THE CHOICEST
PARISIAN FONDANTS & CHOCOLATES.

Large and Varied Collection of the Latest and Most Beautiful Novelties. Specialities in Round and Square Boxes, where the Contents is the chief object.
WE INVITE YOU TO CALL AT
The Apothecaries Hall. WATKINS & CO. [18

PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.
In cases of 1 doz. bot. ..... $24 per case.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th August 1897. [26

W. BREWER & CO.

CHINESE AND JAPANESE
XMAS CARDS.

NEW SELECTION.

Jubilee Book of Cricket, by Prince Ranjitsinhji	$ 4.00
The Captive of Pekin, by Hannen.....	4.00
Chin-Chin-Wa, by Hannen.....	2.50
Dictionary of Words—Facts and Phrases, by Edwards	2.50

JUST RECEIVED.

Romantic India, by Chevallion	4.50
North-West Provinces of India, by Crooke	5.00
Dynamo and Electric Motors.....	70
Life of Her Majesty Queen Victoria, by Barnett	2.50
Making of England by Green, 2 vols. ...	6.50

Hongkong, 27th October, 1897. [18

EXTRA SPECIAL FINEST
LIQUEUR WHISKY.

THE MOST POPULAR BRAND ON THE MARKET.

TELEPHONE— 75.

DR. CLARK, the PUBLIC ANALYST for the CITY of GLASGOW, says:—"I hereby certify that I have made a minute and careful Chemical Analysis of a sealed sample of Messrs. CALDBECK, MACGREGOR & Co's EXTRA SPECIAL FINEST LIQUEUR WHISKY, and the results which I have obtained indicate that it is a very pure whisky which has been well matured in Wine Casks: and from its mild and mellow flavour I am of opinion that it is a Malt Whisky of considerable age and of the finest quality.
JOHN CLARK, PH. D., F.C.S., F.I.C.,
Public Analyst for the City of Glasgow.
The Counties of Lanark, Renfrew and Southerland, and various Boroughs."
CALDBECK, MACGREGOR & Co.,
15, *Queen's Road,* *WINE & SPIRIT MERCHANTS.*
Hongkong, 8th October, 1897. 14

AMANO NATURAL MINERAL WATER.

THE MOST PLEASING TO THE TASTE.
ONCE TRIED, ALWAYS PREFERRED.
SAMPLE BOTTLES MAY BE HAD
FROM
L. M. ALVARES & CO.,
SOLE AGENTS IN CHINA.
Hongkong, 4th August, 1897. [443

Amusements.

THEATRE ROYAL, CITY HALL

THE HONGKONG AMATEUR DRAMATIC CLUB.
Will give two Performances of SIDNEY GRUNDY'S COMEDY
'A Pair of Spectacles,'
ON
TUESDAY, 9th November, 1897,
AND
THURSDAY, 11th November, 1897.

Doors Open each Evening at 8.45 p.m.
Performance, at 9.15 p.m.
PRICES, ... $3; $2, and $1.
Half-price to the Pit for Soldiers, Sailors and Police in uniform.
Seats can be booked at the Theatre on and after *Thursday*, the 4th November.
Booking Office open from 10 a.m. to 4 p.m.
Late Trams ½ hour after full of Curtain.
Note.—A number of Seats will be reserved for the Cricket Teams on *Thursday*, 11th Nov.
Hongkong, 30th October, 1897. [1659

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT.

PRELIMINARY NOTICE

A PROMENADE CONCERT will be held at the VOLUNTEER HEADQUARTERS on TUESDAY, 16th November,
in Honour of the STRAITS, SHANGHAI, and HONGKONG CRICKETERS.
Full Particulars Later.
G. T. CROOK,
Hon. Secretary,
H.K.V.C. RECREATION CLUB.
Hongkong, 3rd November, 1897. [1681

Intimations.

HONGKONG SMOKING CONCERT CLUB.

THE Annual General MEETING of the above CLUB will be held, by permission, in the CITY HALL, on
MONDAY, 8th November, 1897,
at 5.30 p.m.
E. W. MITCHELL,
Acting Hon. Secretary.
Hongkong, 30th October, 1897. [1658

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named COMPANY will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, in the Colony of Hongkong, on SATURDAY, the 13th day of November, 1897, at 12 o'clock Noon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 27th day of October, 1897, will be submitted for confirmation as special resolutions.

1.—That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that James Berwick Duncan, Esq., be and he is hereby appointed Liquidator for the purposes of such winding up.
2.—That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company, to be named The Punjom Mining Company, Limited, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.
3.—That the draft agreement submitted to this meeting and expressed to be made between this Company of the first part and its Liquidator of the second part and the new Company of the third part be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized, pursuant to Section 149 of the Companies Ordinance, 1865, to enter into an agreement with such New Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient.

By Order of the Board of Directors.
JAMES B. DUNCAN,
Secretary.
Hongkong, 28th October, 1897. [1650

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL BONUS of 2½ per cent on CONTRIBUTIONS and a DIVIDEND of $16 per Share for the year 1896, will be PAYABLE on THURSDAY, the 14th instant.
WARRANTS may be had on application at the OFFICE of the SOCIETY on and after that date.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 13th October, 1897. [1-m 1560

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the Registers of Shares in the above COMPANY will be CLOSED from THURSDAY, the 11th November, to SATURDAY, the 13th November, both days inclusive, during which period no Transfer of Shares can be registered.
By Order of the Board of Directors.
JAMES B. DUNCAN,
Secretary.
Hongkong, 30th October, 1897. [1651

NOTICE.

MR. H. KAMMEL has been Admitted a Partner in the Medical Hall.
E. NIEDHARDT.
Hongkong, 1st November, 1897. [1-m 1665

CLARKE'S HOLLOWAY PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England. [1

To-day's Advertisements.

CHINA NAVIGATION COMPANY LIMITED.

FOR FOOCHOW AND TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on MONDAY, the 8th November, at 3 P.M

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1897. [1655

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"PALINURUS,"

Captain Sawyers, will be despatched on MONDAY, the 8th instant, at 5 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1897. [1693

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLEDI,"

Captain Farquhar, will be despatched as above on or about THURSDAY, the 11th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th November, 1897. [1694

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Dodd, will be despatched as above on WEDNESDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1897. [1691

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER,"

Captain Riley, will be despatched as above on THURSDAY, the 11th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1897. [1602

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 16th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

[illegible] [1692

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lebmann, will be despatched for the above Ports on TUESDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 6th November, 1897. [1688

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 13th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 13th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., Agents.

Hongkong, 6th November, 1897. [1690

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1506

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brand, in the market. The SCOTCH WHISKY marked "F" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 28th October, 1897. [6

BIRTHS,

At "Fairview," Robinson Road, Hongkong, in the evening of the 5th October, 1897, the wife of JOHN MEIER, of a son. [1687

At Wahu, on the 22nd of October, 1897, the wife of Dr. EDGERTON H. HART, of a son.

At 126 Victoria St., Singapore, on the 27th inst., the wife of L. JOFFE, of a daughter.

MARRIAGES.

On the 27 Oct., at the Church of St. Barnabas, Bexhill, Sussex, by the Rev. Edward Mortlock, M.A., FREDERICK GEORGE, eldest son of Frederick George WASHINGTON of Glenwood, Sidcup, to Fawcus Rose, third daughter of the late Captain William Fawcus of Dunstan Steads, Northumberland, and Singapore.

On the 28th October, 1897, at H.B.M.'s Consulate-General, Shanghai by Sir Nicholas J. Hannen, and afterwards at the Masonic Hall, by the Rev. Samuel Dyer, B.A., PAUL O'BRIEN EDWARD TWIGG to ELLEN ADELAIDE JESSUP CLARK.

On the 28th October, 1897, at H.B.M.'s Consulate-General, by Sir Nicholas J. Hannen, and afterwards at Holy Trinity Cathedral, by the Rev. H. C. Hodges, M.A., HERBERT ALFRED, JOHN, second son of the Rev. W. D. MACRAY Duckington, Oxon., to MARGARET ANN, third daughter of the late Neil SINCLAIR, Esq., Glasgow.

DEATHS.

At the Kiangyin Forts, on the 26th of October, 1897, HU JAU, the wife of John JURGENS, aged 37 years.

At Foochow, on the 25th Oct., MURIEL URSULA, infant daughter of William and Ursula Winifred Graham, aged 8 days.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 6, 1897.

BRITISH METHODS.

A French contemporary states that an English syndicate proposes to take over as a going concern the bankrupt republic of Honduras, pay off its inscribed debt of about two hundred million francs and its floating debt, whatever that may be, construct harbours and railways, develop and administer the country, and make what it can out of the revenue. This is a favourite device of these irrepressible English, the nation of shopkeepers. In the 16th, 17th and 18th centuries the British Empire was extended wonderfully by these huge commercial undertakings, of which the Honourable East India Company was the greatest; and in the 19th century efforts have been made to pursue the same tactics in Africa and elsewhere. Of course, the English idea is that the most successful way to manage a country is to run it on business principles, and to have practical business men at the head. So England herself is governed. And it does seem to be more successful than any other way, if we are to judge by results. Proposals similar to the present one have frequently been brought forward in regard to broken-down Spanish republics and colonies; a bid was made for the Philippines in 1873, and for Venezuela in 1880. It is also said that just before British North Borneo was acquired by a company, attempts were made to lease Mindanao from Spain, but Minister CARVAJAL demanded, "As in letting a house, one month's rent in advance," and the would-be lessee happened to be "one of those adventurers who talk of millions but cannot pay their washing-bill." If the present scheme is brought to fruition, it will be a lucky thing for the 400,000 miserable Hispano-Negro-Indians who constitute the Honduran nation, but it will be sure to arouse the jealousy of the United States. The resources of the country are undoubtedly great but there is absolutely nothing at present to develop them; the forests are primeval and the riches of the soil quite unknown. The capital, Tegucigalpa, "Silver Mountain," is a wretched village of matsheds sheltering 20,000 poverty-stricken savages. It would be a work of humanity if somebody would take them in hand; but—these sacred English!

* * *

As a matter of fact, other nations are also becoming nations of shopkeepers, that is to say they are all getting into the hands of mortgagees and under pressure of necessity do all they can to adopt our practical methods of governing on business principles. It is not to be expected that they should herein attain in a few years the same measure of success that we have attained by centuries of steady practice; but it is encouraging to see how earnestly they try. Unfortunately they begin at the wrong end; they grab colonies first, and then start experimenting with them. What they should do is to first acquire business methods, and then get some undeveloped wilderness to work on. The juvenile agricultural student does not buy a farm before he has learnt what to do with it. One evil of this land-grabbing epidemic, among the nations which are trying to convince themselves of their own expansiveness, is that it drives the British to pre-empt more and more land. Not that we want it; we always prefer to leave it free to all, independent if possible; and when that is impossible the only way to make the land open to all is to hoist the British flag. There is a world-wide delusion, in especial prominence during the Venezuela and Transvaal troubles, that the British government is an aggressive, empire-expanding government. Curiously enough, the very reverse of this is the case. The English people are and always have been restricted in their operations by the government. M. de Thierry, for instance, says:—

From 1762 to 1815 the idea underlying the terms of every treaty takes the form of what is practically a reproof of English soldiers and sailors for robbing Spain, France and Holland of their colonies. Promptly returned on the declaration of peace, these colonies are as promptly retaken in war time. In this way Senegal was captured and ceded three times: Pondicherry and the minor East Indian settlements four times; Martinique three times, and St. Pierre and Miquelon three times. After the battle of Waterloo, which crowned her long and heroic struggle with Napoleon, England, alone of the nations, gained practically no territory by the Treaty of Paris. She was in a position to get anything she chose to ask and she asked nothing. Is there so splendid an instance of self-abnegation in the whole domain of history? France, all broken and helpless as she was, regained Guadeloupe, Martinique, Senegal, Bourbon, Isle de France, Guiana, Pondicherry and the minor settlements on the coast of India, all captured by Great Britain during the war.

He names only French colonies, which we had been compelled against our will to pick off one by one in course of war; he might also have mentioned Java, the Philippines, Sumatra, Hawaii, Dutch and German New Guinea, Madagascar, and many other colonies well worth having, all taken by British officers and given back by the Government. Some few were not given back, but remain ours, and as free to aliens as to British; and they are more prosperous and progressive than colonies flying other flags. Compare Tonkin and Cochin-China with Upper and Lower Burma; Singapore with Batavia or Manila; close parallels are few, but the comparison is sufficient justification. If other Powers can do as well with colonies, and do as little injury to the world in general, let them go ahead by all means; we do not wish to stop them at all, but we do not like them to stop us. All the islands north of Canada are British by every right there ever need be, but we never wanted them to the exclusion of others; the Yankees are as free to enter and exploit Baffin's Land as Klondyke, and if we have formally hoisted the flag there now, it is for the purpose of keeping it open to the world instead of closed by a MCKINLEY Government.

* * *

At the same time, our own super-excellent regime is wonderfully bad when we study it in detail. We have Governors who do not govern but merely let the world go on revolving; we have Legislatures which do not legislate because all the laws are made by telegraph and passed by order; we have representatives who don't represent, elections which amount to "Hobson's choice" and the only electing is as to the nature of the congratulatory beverage, and possibly a "shake" for the same. We have Public Works done so privately that the D.P.W.'s right hand man doesn't know what his left hand man is doing, and what the two achieve between them the devil himself couldn't tell. We have a holy horror of gambling, and the Governor gambles with the Chief Justice, while the police make criminals of coolies; we know these things well enough, and shut our eyes to them, but when a policeman shuts one eye at a time we make him a criminal too, and put his wife and children to the lasting torture of sudden penury, disgrace and bereavement. We parade our equality of law for the rich and poor, the white and the dark races, and so we gamble our money and our employers' at poker while a raid on a Chinese card-party drives the poor fools headlong out of windows to death or lifelong lameness. We bully the poor petty mandarin of Chinese Kowloon about the casino from which he makes his living as per contract with his employer, and our cathedrals live on lotteries with the smiling approval of the authorities. We have a fit of feverish piety on us when we tumble across a list of bribes paid to officials, so we pretty well kill the first poor beggar on the list—as KIPLING writes,

> Some of him lived, but the most of him died
> The same as you and I

—and we hunt the next few out of house and home; and then we shut up the black book, before some great name leaks out. We don't know what were the names that were so carefully concealed; and we don't want to know, for it might cause unpleasantness. We make a law to prevent speculation, and immediately we speculate in millions on the uncertainties of silver, by mortgaging the colony in gold. We boast of having a "free port," where the opium excise is a worse infliction than a New York custom-house; we pass laws to prevent our opium monopolist from smuggling his drug into China, and we stick him for ten times the revenue Hongkong itself could produce. We condemn buildings as hopelessly infected with disease beyond redemption, and order them to be demolished—and the materials used over again for new houses. We solemnly decide that solid stone piers are the very worst conceivable for a place like this, and then we deliberately set to work building them of solid stone. We pay for a Jubilee Road round the Island and other Jubilations, and the Government loots us for 17½ cents to every dollar for being so extravagant, but we haven't got a yard of the road visible to the naked eye yet; the money will do better in a bank for a few years, and the 17½ per cent. dodge can be worked on the annual interest thereof; and the road and hospital and nursing school will do by the time the next British sovereign reaches a Diamond Jubilee, as the 1887 Jubilee statue got itself into position bright and early for 1897. And we do thousands of other strange things; and the strangest of all is that we manage to get on fairly well in spite of everything. We grumble without cease, for this world is an endless round of griefs and woes, and we try to take ourselves seriously, as if we really cared. In the tiny island of Hongkong there sometimes seems to be concentrated enough undiluted stupidity to ruin a mighty empire; but somehow the crash is postponed, and we have time for more eccentricities.

TELEGRAMS.

REUTER'S MESSAGE.

THE UNITED STATES.

LONDON, November 4th.

Mr. Van Wyck's majority for the mayoralty of New York was 85,000, the greatest victory the Tammany ring has ever achieved.

The State elections show throughout the count a general reaction against McKinleyism.

The correspondent of the *Times* declares that New York under Mr. Van Wyck will become the headquarters of populism, silverism, socialism and the rest of the Bryanite programme.

[A New York dispatch of 7th October says:—Henry George's claim that he is the regular democratic candidate for mayor of Greater New York has called forth expressions from members of the Democratic national committee. W. H. White, member for Washington, telegraphed to Henry George:—"The Democratic party of the state of Washington sends greetings. In this movement you are the representative of Jeffersonian Democracy. Your selection as mayor of Greater New York will bring assurance to the democracy of the west and south. Mammon worshippers have not throttled their love for free government in the east, and in 1900, as a united and purified party, we will move forward in a glorious national victory." W. S. Holliday, Wyoming, says:—"As a Democrat I recognize but one authority in determining Democratic policies, on questions that are national in their scope—the Democratic national convention. If the Democratic party is to continue national in its policies, and therefore national in its character, all true Democrats must accept the platform adopted by the last national convention—the Chicago platform—until the principles of policies set forth in said platform are settled. Democrats throughout the country, I believe, regard the result of the pending campaign in Greater New York as being of such national significance that it will affect the Democratic party for good or ill in 1900. If I may express the opinion, no Democratic faction in any state in the United States will change the purpose of the Democratic party as set forth in the Chicago platform. That party in New York that accepts the Chicago platform ought to have the support of all Democrats."]

(Semaine Coloniale)

FRANCE AND SIAM.

SAIGON, October 22nd.

A private telegram from Bangkok says it is rumoured that Siam is to be placed under a French Protectorate. We give the report with all reserve and do not credit it ourselves.

[Nor we.—*Hongkong Telegraph*]

PARIS October 26th.

The King of Siam has left Spain for the East via Naples.

FATAL PANIC IN A CHURCH.

At Kremlew in Russia, a panic was caused in church by an alarm of fire, and 54 people were killed and 80 seriously injured.

LOCAL AND GENERAL.

THE buying rate for sovereigns is $10.40 per £.

THE German mail steamer *Sachsen* left Shanghai yesterday at 9 a.m. and is due here to-morrow night.

TELEGRAPHIC communication with Formosa *via* Japan is restored, but messages are for the present subject to delay.

A JUNK collided with the *Alacrity* at Shanghai on October 20th, carrying away her jibboom and doing other minor damage.

*** With this issue of the *Telegraph* there is enclosed the usual Saturday full-page supplement containing interesting articles, shipping intelligence, Post Offices notices, etc., etc.

A TELEGRAM from Bakan states that the *Yedo Maru* has been in collision with the German steamer *Gerda*, while the latter was at anchor. The *Gerda* was only slightly damaged.

THE Band of the West Yorks Regiment will play the following programme at the Officers' Mess to-morrow evening:—

March		Mendelssohn
Overture		Beethoven
Song	Return and Stay	Allen
Selection	Attila	Verdi

God save the Queen.

AT the Kowloon Dockyard Service to-morrow evening a harvest festival will be held and a collection made in aid of the Harmonium Fund. The service begins at 6.40 and this will be the hour for all future evening services.

THE following is the programme of music to be played by the West Yorkshire Band at the Cricket Ground on Monday:—

March	Diamond Jubilee	Ord Hume
Overture	The Yeomen of the Guard	Sullivan
Valse	Pearl of the East	A. G. Ward
Fantasia	Espanol	W. O. Bentley
Piccolo Duet	Les Oiseaux de Passage	Kling
Reminiscences of England		F. Godfrey

God save the Queen.

A FEW nights ago, says the *Nagasaki Press*, a thief climbed over the high brick wall of the local gaol. He made off with cotton goods to the value of about a hundred yen. The police are on his trail, and hope shortly to incarcerate him in the scene of his burglary. This beats the Hongkong thief who marched into the Supreme Court—while the Sessions were in progress, planted a ladder against the wall, took down the clock and walked off with it; and the Singapore convict who escaped from gaol and a few days later climbed over the wall again into his cell, saying "It is a hard, cheerless world outside!"

A SANITARY bye-law under Section 13 of Ordinance 15 of 1894, whereby the term 'street' might be more clearly defined, was considered by the Sanitary Board yesterday. It was referred back to the Board owing to the objection taken by the unofficial members of the Legislative Council as to the vagueness of the term 'street,' and the suggested alteration was that 'for the purposes of the bye-law the word "street" shall mean and include the following: street, road, lane, alley or passage, whether thoroughfare or not.' The old bye-law was repealed yesterday and it was resolved to give effect to the suggested alteration in the new bye-law, which will be transmitted for the Council's approval.

ANOTHER of the popular excursions from Hongkong to Macao takes place to-morrow, when the commodious steamer *Honam* will leave the Wharf at 9 a.m., returning at 10 p.m. The trip in the present fine weather should prove a most enjoyable and interesting one, and the Portuguese amateur band will play on board the steamer. An additional attraction is the fact that a fancy fair will be held in the evening and as the Macao folk always "spread" themselves on such occasions the fair should be largely patronised. Tickets can be obtained up to the morning of sailing from the secretary of the Hongkong and Macao Steamboat Co. and particulars as to fares &c. appear in our advertising columns.

CONFOUND it! This wont do at all. If the Clerk of the Weather gets "under the weather" like this we shall have to grant him "Irish promotion" immediately if not sooner. Just fancy, at Shanghai to-day they are having beautiful cool weather with the thermometer down to 61 while in Hongkong we've been fairly roasted for a week or more and to-day the mercury is up to 82. There is hope, though, of better things for the wind is now N.N.W. force 6, at Gutzlaff and if it keeps in that direction and comes howling down the Gulf of Pechili carrying huge seas before it like leaves, tiles and young trees before a cyclone, why we shall be in winter toggery in next to no time and really feel that "Merry Christmas" is not so far off after all.

A SAN FRANCISCO correspondent says that the Toyo Kisen Kaisha (the Japanese "Orient Line"), which has not been long in existence and has not yet got out its steamers from England, has made arrangements to run between San Francisco and Asiatic ports; and the Pacific Mail and O. & O. companies, to avoid this new competition and crush the older, have come to terms with the Toyo to run in concert, share their American railway facilities, and pool the Japan trade. This being dangerous rivalry to the Nippon Yusen Kaisha, a proposal is now on foot for the N. Y. K. to discontinue its connection with the Great Northern Railway at Seattle, buy up the Toyo Company's steamers and run them with its own to San Francisco in concert with existing lines.

MESSRS. Blackhead & Co., the well-known ship-chandlers of Praya Central, notify through our advertising columns that they hold the agency for Suter, Hartmann and Rahtjen's Composition Company, Limited. This composition is known as the "Red Hand Brand" and has been used with success on the ships of all the leading steamship lines in the world. A good criterion of the efficacy of this coating for vessels' hulls is shown in the fact that warships in the British Navy aggregating over 565,000 tons have been treated with it, the vessels ranging from first-class battleships, down to torpedo-boats. The general appreciation of the composition is testified by the fact that it is supplied annually to over 6,750,000 tons of the Mercantile Marine and 1,100,000 tons of British and foreign navies. In Eastern waters, where iron and steel ships' hulls suffer so severely from marine growths and parasites, a coating of the "Red Brand" composition appears to be just the thing that is worth trying.

WE commend to the notice of Hongkong clerics the following report from a Bathurst paper, with the explanation that for our own part we are sure if a man is a fool his folly will find an outlet somewhere as certainly as water finds its level, and the discouragement of one form of lottery or another makes little difference in a life which is itself a lottery:—"The sale of work for the purpose of raising funds for the purchase of an organ for St. Barnabas' Church at South Bathurst was opened yesterday by Dr. Hurst. The Rev. E. H. Les, vicar, in his address, entered his protest against raffling and art unions. He said he was occupying a unique position in not allowing raffling at all in connection with the bazaar. His reason was that he had absolutely set his face against gambling in any form. In his experience, borne in upon him in his work as chaplain of the gaol, he found young men time after time whose future were absolutely wrecked. Again and again they had given as the cause that they had begun by speculating and gambling in a small way by putting small sums into sweeps. If he told them it was wrong how could he with consistency come to his parishioners and say he would take their shillings and half-crowns for raffling? Some would not hold with him, but the stand he was taking was one of duty and conscience."

THE departure of H.M.S. *Undaunted* for Amoy and the north has been fixed for the 11th inst. The *Centurion* and, probably, the *Alacrity*, with Admiral Buller on board, are due here in about two weeks. The latter vessel left Shanghai on the 4th instant on her way down to Amoy, where the *Centurion* is at present.

IT is reported that the Government have leased Messrs. Butterfield and Swire's old offices, near St. John's Cathedral, and have decided to "house" there the Attorney General, the Education Department, and the Veterinary Surgeon (when he at length condescends to return to us) and his numerous *aides*.

MR. T. D. MCKAY, general passenger agent in the East for the San Francisco overland route, has sent us a very fine map of the world, illustrating the routes of the P. M. and O. & O. steamship companies and the Central, Union, and Chicago and N. W. railways, on "Mercator's projection" instead of "Andree's projection" like the well known C. P. R. maps. Mr. McKay also forwards some extremely well-printed handbooks, with beautiful pictures, showing the beauties of the three railways and the scenery through which they pass.

THE Singapore *Free Press* is so splendidly wrathful at the Government demanding $40,000 for a Jubilee Memorial site, that we would just like to see what form of epileptic delirium would be elicited by a blunt demand for 17½ per cent. on that same forty thousand and on the sum of the contributions too, moreover, indeed, so there. Our contemporary's remarks if raised to the *n*th power will apply to Hongkong.—"Would Mr. Chamberlain advise Her Majesty, through the Governor, to sell for forty thousand dollars of subscribed money freely given by her people ('God bless them,' to quote her Jubilee Message) a site for a Memorial to Her Most Gracious Majesty? We are very sorry to put it in this way but what is to be done when loyalty is looked simply because of a lack of a sense of the fitness of things?" At the general meeting of subscribers in the Town Hall there was a strong sense expressed against the "terms" understood to be imposed by the Governor as to a sale of a site for this great loyal purpose. How it is that the Committee, in face of this, does not endeavour to get the Governor to rid himself of the eternal obloquy of trafficking in the Queen's name with the reputation of Her Majesty, passes all understanding. It seems to the average loyal British subject that, for the special purpose in view, such a transaction should never have suggested itself to the mind of any Englishman, official or unofficial.

A LIBEL action has been entered in the British Court at Bangkok by Dr. Nightingale against Mr. C. Thorne, editor and proprietor of the *Bangkok Times*. The claim is for $10,000 damages.

DRINKS and also more solid refreshments are now served in Berlin by means of a modification of the "penny-in-the-slot machine". The young man who likes to waste his employer's time in flirting with barmaids will now have to realise what a soulless world this is.

ACCORDING to Bangkok exchanges complaints are rife as to lawlessness in the interior of Siam. In Bangkok itself, says the *Free Press*, armed Sikhs still travel on the tramcars, after dark, to preserve passengers from being potted by secret society men, and the evil characters that swarm in the city.

THE China merchants steamer *Lanyuen*, in proceeding up to Kinleeyuen Wharf, Shanghai, a few days ago, collided with the hulk *Yuenfah*, doing considerable damage to the latter's roof, and damaging a houseboat which was lying alongside. One of the steamer's starboard boats was stove in and several stanchions carried away, but no serious damage was done to the vessel herself.

THE *Osaka Asahi* reports that the *Taikomaru*, a steamer owned by the Taikwa Company of Formosa, which got underweigh from Tamsui for Dokatsukutsu last month, struck a shoal at the mouth of the river and foundered before she had proceeded more than 250 yards from the anchorage. All the passengers and crew were saved, but the cargo was totally lost. The principal part of the cargo was shipped by the Mitsui Bussan Kaisha.

A CASE of considerable interest to foreigners was heard at the Mixed Court, Shanghai, last week. A butcher was summoned for delivering adulterated milk on board the P. & O. steamer *Thames*. A sample of the milk was handed to Dr. Scholvein for analysis and was found to contain no less than *eighty per cent.* of added water and other matter. The case was remanded for the production of the man from whom the defendant alleged he had bought the "milk."

THE fire on Messrs. Helm Bros.' lighter at Yokohama the other evening, the *Japan Herald* says, resulted indirectly in the death of a sailor named Matsumoto Rinzo, who was responsible for it. He bored a hole in a can of alcohol and drank copiously of the contents. The inflammable liquid flowed from the can and became ignited in some manner not yet explained—probably by a spark from a pipe. The sailor plunged into the water to escape, but as he was a poor swimmer he was drowned. The body has been recovered.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Kwong Fook Company	$25
Fung Shing Loong	5
Shin Cheong	5
Kwong Cheong Loong	5
Kwok Choi Tung	5
Compradore, Marty & Co.	5
" Schesle & Co.	5
Ho Yue Tin	5
On Hing	5
Chit Wo	5
Wing Cheong Chan	5
Sums under $5	59

IT is mentioned in the Japanese papers that Mr. Takano, the Chief Judge of the Supreme Court of Formosa, who holds that the Government has attempted to deprive him of his office in an unconstitutional way because he has been too honest in exposing the infquities of great personages, is carrying with him to Formosa "a weapon necessary for self-defence," as he expects the authorities will seek to prevent him by force from resuming his duties as Chief Judge. Judge Takano, it is added, intends to bring a criminal action against any official who disturbs him in the exercise of his judicial functions. On the other hand, the Formosan authorities have decided to bring an action against him for falsely assuming the title of Chief Judge, if he attempts to adjudicate on the Bench. The outcome of this dispute will be watched with keen interest, especially by foreigners who are likely in the near future to have a closer interest in judicial administration in Japan.

In the annual report of the North Borneo Constabulary it is suggested to arm the force with Martini-Henry rifles, and keep the Sniders for ... auxiliaries. As to incidental charges it is pointed out that a small quantity of powder costing $42 in Singapore costs $150 in freight to Sandakan!

THE "Model Settlement" must be a bright place to live in. It has been ascertained, says the *Insurance Observer*, that the highest death-rate from Typhoid's disease is that of Shanghai, which works out at 16 per 1000. Frankfort comes next with 13; and then Amsterdam, the average of which is ... per mille.

MESSRS. BUSH BROS. write as follows, under date Newchwang, 23rd October:—A very fair amount of beans have arrived from up river and according to reports from the interior great quantities are expected shortly. The following steamers are in port:—*Fushan Maru, Lokstang, Borg, Tordenskjold, Chihli, Hothow, Kansu, Foochang, Tancred, Hermes, Koga Maru, Independent* and *Pronto*. Sailing vessels are:—*Stanfield Bittern, Kitty, Osaka, Quickstep, Anna Hirtha, Lucia* and *Sebastian Bach*. Produce quotations are:—Beancake, Tls. 5.70 per 10 pieces; Beans, Tls. 4.85 per 300 catties; Bean Oil, Tls. 6.8? per 100 catties.

ACCORDING to the *Yushin Nippo*, the *Sesshu-maru*, a steamer belonging to the Nada Kogyo Kaisha, of which nothing has been heard since she left Hyogo on the 28th September for Shinagawa, has been given up as lost in the vicinity of Oshima or Miwagasaki, Kiushu. The *Sekkai-maru*, which had been sent in search of the missing steamer, brought several pieces of wreckage which are regarded as conclusive proof of the loss of the *Sesshu-maru*. On the 10th ult. the *Sekkai-maru* picked up a broken piece of the bridge of a steamer, two oars, a cabin door, &c., off Miwagasaki, about 20 miles from Oshima. The steamer made further search, and called at Oshima to inquire whether any dead bodies had been washed ashore or whether any steamer had been observed to sink, but the replies were in the negative. The boatswain of the *Sesshu-maru*, who had remained ashore in Hyogo on account of illness, has identified the wreckage brought by the *Sekkai-maru* as belonging to the missing vessel.

THE *Kobe Chronicle* of the 22nd ult. says:—The local export market still remains very dull except in Straw Braids and Matting, as for most export commodities the Japanese are asking ridiculously high prices. A little rice has been sold for the Pacific Coast, but for anywhere else the quotations are a great deal too high. Camphor stands at 45 yen to 46 yen but there are no buyers, and sellers do not seem very anxious to part with their stocks. Vegetable Wax is a little weaker, the quotation being about yen 1870, Gallnuts are very firm, and dealers are asking as much as from 26 yen to 27 yen per picul. At that price buyers do not respond. Nor are they responding to the high prices asked for Peppermint. There is nothing in Metals. As regards Imports, considerable purchases of foreign rice are being made, especially from Rangoon, for forward as well as early shipment. Very little is doing in the piece goods and yarn markets, but a fair business in Chinese cotton is reported. Some business has been done also in American, and as prices show a weakening tendency more buyers of American cotton are expected to come into the market. In other commodities very little is doing.

THE announcement has been made that the Japanese Government is framing a law with a view to ensure the discipline of Japanese sailors aboard ship. For the credit of Japan the sooner it is done the better, says the *Kobe Chronicle*. Marquis Ito, when he said the other day that the reputation of Japanese ships was suffering by reason of the lack of discipline among the sailors, was speaking well within the bounds of the truth. Examples of what is meant have been published often, but as the subject is now receiving the attention that ought to have been given to it long ago I may add another example which was told to me this week. A quartermaster on a certain foreign-going Japanese ship was found by the chief officer not to be duly following his instructions; he was in fact half a point out, and he was, as a matter of course, duly reprimanded. Shortly afterwards the officer found the ship had been turned half a point on the other way; and he talked to the man at the wheel again. Not long afterwards he discovered that the man had put the ship a point and a half out; and the chief officer increased the severity of his remonstrance accordingly. But the man at the wheel considering his dignity to have been grossly insulted, went straightway, when he was relieved, to fetch an axe with which he meant to take his revenge on the chief officer.—That axe was taken from him before he did any damage; but the spirit of Yamato raged within the man and he fetched another axe which was also taken from him. The Captain then told the obstreperous one that he might consider himself a passenger for the rest of the voyage, and that his pay would cease from that date. Then it seems the subordinate Japanese officers on the ships took the side of the man, and things for some days were so "hot," that I am told the Captain for the sake of the ship's safety was obliged to promise that no deduction would be made from the man's pay! I think the reader will agree that when ships and cargoes, with the lives of passengers and crew to boot, are imperilled in this way, it is certainly time stringent laws were made, if none exist, and also that those laws should be enforced with utmost rigour.

THE SHANGHAI RACES.

OFF-DAY,—SATURDAY, 6TH NOV., 1897.

AMAZON CUP (¾ mile).

Mr. Henry Morriss's ch. Bayberry .... Mr. C. Burkill 1
Mr. John Peel's g. Klondyke Mr. Cruickshank 2
Mr. H. Sylva's Aladdin .... Mr. Ellis 3

Nine starters. Time, 1 min. 3½ sec.

The CHARGER CUP,—(1½ mile).

Mr. R. C. Dalton's ch. Never Mind, Mr. Dallas 1
Mr. Liatom's g. Slander .... Mr. C. Burkill 2
Mr. Giant's g. Jack Sprat .... Mr. Crawford 3

Sixteen started. Time, 2 min. 47½ sec.

The "ALACRITY" CUP, (1¼ mile.)

Mr. Eugene's sk. Miniature...Mr. C. Burkill 1
Mr. Four Stars' g. New Moon...Mr. Crawford 2
Mr. Burgundy's b. Bickleigh ...Mr. Midwood 3

Ten starters. Time, 2 min. 44½ sec.

GRAND NATIONAL STEEPLECHASE.

Mr. Charley's b. Spartan .... Mr. Midwood 1
Mr. Sturgis' Vaquero .... Mr. Read 2
Mr. ——— Brigand .... Mr. C. Burkill 3

BIG SWEEP CUP (1½ mile).

Mr. Dryasdust's g. Sinbad ...... Mr. C. Burkill 1
Mr. Tulloch's g. Destroyer ...... Mr. F. Dallas 2
Mr. Grub's b. Tyro .... Mr. Machado 3

Five starters. Time, 3 min. 18½ sec.

CAIRNGORM CUP (1 MILE.)

Mr. John Peel's d Klondyke ......(C. Burkill) 1
Mr. Freddy's g. Savannah ......(Campling) 2
Mr. Tin Wo's sk. Jeewchik ......(F. Dallas) 3

Eight starters. Time, 2 min. 22 sec.

MAFOO'S RACE.—1½ mile.

Mr. Pontresina's c. Sara Doone 1
Messrs. Kanuck & Oswald's c. Roitelet 2
Mr. Burgundy's b. [illegible] 3

Time, 2 min. [illegible] sec.

THE GYMKHANA.

Patrons:—His Excellency Sir William Robinson, G.C.M.G.; His Excellency Major-General Wilsone Black, C.B.; Commodore Swinton C. Holland, A.D.C.

Committee:—The Hon. J. J. Bell-Irving, Hart Buck, Esq.; Capt. Burney, R.A.; R. M. Gray, Esq.; V. A. Caesar Hawkins, Esq.; T. F. Hough, Esq.; J. McKie, Esq.; Capt. Loveband, A.D.C.; G. C. C. Master, Esq.; The Hon. F. H. May, C.M.G.; C. H. Nugent, Esq., R.E.; Lt.-Col. The O'Gorman, D.A.A.G.; G. H. Potts, Esq.; Commander Taylor, R.N.; The Hon. T. H. Whitehead; M. D. Wood, Esq.; W. Y. Regt.

Judges:—The Hon. J. J. Bell-Irving and V. A. Caesar Hawkins, Esq.

Handicappers:—Hart Buck, Esq.; R. M. Gray, Esq.; G. C. C. Master, Esq.

Timekeeper:—G. H. Potts, Esq.

Clerk of the Scales:—J. McKie, Esq.

Hon. Secretary:—Lieut.-Col. The O'Gorman, D.A.A.G.

Favoured by fine weather the Gymkhana today proved very successful from a sporting point of view and there was a good attendance, including a number of ladies. The turf was in good condition, and there were rather larger fields than usual. In most of the events the racing was interesting and there were several close finishes, which caused some excitement.

By kind permission of Col. Gordon and the officers, the band of the West York Regiment played on the lawn and very considerably added to the pleasure of the afternoon's outing. The band programme was as follows:—

March .... "Ubique" .... W. O. Bentley.
Overture .... "Romantique" .... Kela Bela.
Polka .... "Sans Souci" .... Strauss.
Reminiscences "Of All Nations" .... F. Godfrey.
Valse .... "Spring Flowers" .... Bousquet.
Selection .... "La Petite Marie" .... Lecocq.
God Save the Queen.

As usual the committee entertained their friends to "afternoon tea" in the Grand Stand.

The following are the results of the contests:—

THE KINGSCOTE CUP.—A five furlongs handicap for all China ponies. 1st prize presented; 2nd, $20. Entrance fee $1, but if left in after 2 p.m. on 2nd November, $3 in addition.

Lt.-Col. The O'Gorman's Morrison, 10st 13lb .... Mr. Wood 1
Mr. Gray's Rockhall, 11st 17lbs ......Mr. May 2
Mr. George Potts' Tocsin, 11st 12lbs .... Mr. Burney †3
Mr. Cox's Saucy, 10st 11lb .... Mr. Cox †3
Mr. Forbes' Morvin, 11st 4lbs ......Mr. Gedge 0
Mr. Bell-Irving's Red Rag, 10st 4lbs .... Mr. Gordon 0

† Dead heat.

Won by a length and a half. Time 1 min. 21 secs.

THE CONSOLATION RACE.—For all beaten China ponies of this season's gymkhanas (winners of polo pony races excepted). Once round the course. Weight for inches. 1st prize, $50; second, $20. Entrance fee, $3.

Mr. Bell-Irving's Red Rag, 10st 4lbs .... Mr. Gordon 1
Mr. Cox's Paddy Bird, 10st 4lbs ......Mr. Cox 2
Mr. Hermits Wakeful Joy, 10st 4lb .... Mr. Lawford 3
The Hon. T. H. Whitehead's Vicar 11st 4lb .... Mr. Burney 0
Mr. Leon's Glendubh, 10st 10 lbs Mr. Courtin 0
Mr. Potts's Glenlffer, 10st 10lbs ......Mr. Wood 0
Mr. Forbe's Simple Simon, 10st 10lb Mr. Wood 0

Won by a short head. Time, 2 min. 08 secs.

TILTING AT THE RING.—Three runs. Tilting lances provided. 1st prize, a cup presented by George Potts, Esq.; 2nd, three-fourths of the entrance fees. Entrance fee, $1.

Mr. Moberley 1
Mr. Landale 2
Lieut.-Col. The O'Gorman 3
Mr. Cox 0
Mr. De Vitre 0
Mr. Drury 0
Captain Phillips 0
Mr. Platt 0
Capt. Barry Drew 0
Mr. Spencer 0
Mr. C. W. Gordon 0
Captain Berger 0

A POLO PONY RACE.—From the 2-mile post in; owners up; catch weights. Ponies must be played at polo regularly to within one week of this meeting. 1st prize, a cup presented by H.E. Sir William Robinson, G.C.M.G. A second prize will be given. Entrance $3.

Captain Barry Drew's The Beast 1
Captain Phillip's 2
Captain Burney's Fandango 3
The Hon. T. H. Whitehead's Kingscote 0
Mr. Platt's 0
Mr. Landale's Parlos 0
Mr. Landale's Castor 0
Mr. Gordon's 0
Mr. Gibson's Chin Chin 0
Mr. Gibson's Hercules 0

Won by a short head after a regular helter-skelter race.

LADIES' NOMINATION EVENT.—A word is given which should be made into as many English Dictionary words as possible by the lady, using any number of letters for each word; four minutes allowed. For instance: "Parties," part, pie, paste, art, tie, it, eat, east, sap, etc., etc. A 5 or 6 letter word will be given. When done with, the nominator gives her card to her nominee, who is on foot; he mounts his pony, rides round a post and back; no fouls allowed. Four points will be given for each word and points for nominee's places as they pass the winning post in order; 16 points to 1st, 8 to 2nd, 4 to 3rd. Two prizes. Entrance $2.

	Nominated by	
Lieut.-Col. The O'Gorman	Mrs. Ritchie	1
Mr. Spencer	Mrs. Phillips	2
Mr. Landale	Mrs. Hawkins	3
Capt. Barry Drew	Mrs. Hall Bruiton	0
Capt. Phillips		0
Mr. Platt		0
Capt. Berger		0
Mr. Gibson		0
Mr. Gordon		0
Mr. de Vitre		0
Mr. Wood		0

THE GYMKHANA CUP.—One mile; for all China ponies; forced entrance for all winners on the flat during this season's gymkhanas; weight for inches; first prize, $100; second, $25; entrance fee, $4.

Mr. Potts's Tocsin, 11st [illegible] ......Mr. Burney 1
Lt.-Col. The O'Gorman's Morrison 10st. 7lbs. .... Mr. Wood 2
Mr. Gray's Rockhall, 10st 10lbs ......Mr. May 3
Mr. Forbes's Morvin, 11st 1lb ...Mr. Gedge 0
Mr. Cox's Saucy, 10st 10lbs .... Mr. Cox 0
The Hon. T. H. Whitehead's Sport, 10st. 13lb. .... Mr. Head 0

Won easily by 2 lengths. Time 2 min. 11½ sec.

A boat race for W. Y. R. bandsmen closed the proceedings in the dusk.

INTERPORT CRICKET MATCHES.

The Committee of the Cricket Club have selected the following to represent Hongkong against the Straits Team on Monday and Tuesday next:—

A. S. Anton, G. D Campbell, H.K.R., Col Gordon, W.Y.R., J. F. A Hastings, T. N. Howard, W.Y.R., Sur Lt.-Col. Johnston, A.M.S., F. Maitland, T. S. Smith, Rev. G. R. Vallings, A. G. Wood, and W. M. Wood, W.Y.R.

There will be music on the ground on the afternoons of Monday, Tuesday, Wednesday, and Saturday. Extra accommodation has been provided for visitors and it is hoped by the Committee of the Club that the ladies of Hongkong, as well as the general community, will turn out in large numbers to witness the matches.

THE GHOSTS OF A LOST EXPEDITION.

THE FATE OF OTTO EHLERS IN GERMAN PAPUA.

When in 1805 the news reached Papua of the fearful end of an expedition that, starting from the north-east coast, attempted to cross the island and reach the English south coast at the mouth of the Motu-motu River, it created the greatest consternation, as the leader, Otto Ehlers, a special favorite of the German Emperor, was regarded as a traveller of considerable experience, and the difficulties he would have to meet on his hazardous trip were duly impressed upon him before he started. He took no notice, however, of warnings or the grim forebodings of others more acquainted with the special terrors of the dark island's interior.

Only a section of the black carriers, recruited from New Ireland and New Britain, ever accomplished the end of the journey; but as most of the boys spoke excellent English, the Government of British Papua, who sent the survivors over to the German head station in the Astrolabe Bay, and subsequently the Germans were able to elicit a very complete and apparently satisfactory report from the few witnesses of one of those fierce and silent tragedies that no cable reports. If nothing but the unutterable sufferings of those brave pioneers in the service of humanity and science had transpired, nobody out of a limited circle of interested parties would have heard the names of those martyrs. But sensation resurrects names.

Thanks to the efforts of Judge Dr. Hahl, Imperial Chancellor in the Bismarck Archipelago, the mystery of their death has at last been elucidated. Rumors of foul play had been alive amongst the natives visiting trading stations in the north of New Ireland, but as the accusations were made against inimical tribes, and the spiteful ur veracity and treacherous ingenuity of the Melanesian are well established facts, those tales were attributed to inter-tribal intrigue, to a spirit of cowardly revenge. Since then, however, the probability of the story, together with the unanimous consensus of witnesses, created an agitation for a new trial, which has just been concluded, and brings to light a terrible tale.

Though the official report on the fate of Ehlers and Piering, the two white men of the expedition, and the carriers, published in German papers two years ago, is awful reading—the utter desolation that engulfed the party from the very first range, the continual dreary rain, the furious mountain forest, were gloomy and disheartening enough—yet, later on, one by one, other enemies appeared and dogged their footsteps—intangible fiends that no courage could overcome: starvation, disease, fear, and silence! No one who has not felt his very heart shudder with the touch of daily, weekly, monthly silence, silence unbroken bar by the sad monotonous drop of the rain from leaf to leaf, silence so all-pervading and unutterable that it seems like a proof of atheism—nobody without such an experience will understand the sufferings such an absence of all life can produce. It is death within life. Add to this the fearful bodily misery of the men, who hoped against hope from day to-day to see the last mountain chain, that would allow them a look into freedom and the world: the evil skin diseases, that made them even hate and loath their own bodies; the self-reproaches of the leader for his foolhardy daring: and we have a picture of Inferno Incarnated. For Papua does not simply coarsely murder; it tortures first.

And then, when at last the great southern river, the Motu-motu, the path to relief, was struck, just when hope began to have a raison d'etre, the two white men died—drowned, as was stated, while asleep on the foundering raft that was to carry them seawards. The rest of the expedition, with the exception of a number of boys said to be bushed or dead from starvation or dysentery, managed to get to the coast, and aided by a native teacher of the L.M.S., were transported to Port Moresby.

Such was the tale. But now it appears that the history of that unfortunate expedition had a few more terrible characters than was at first assumed. Even now the facts are far from complete, but they are sufficient to prove that cannibalism in its most dreaded form, insurrection, ghastly miserable despair, and murder accompanied the stricken column. Ehlers's mistakes were many; his judgment was at fault in nearly every particular regarding the exigencies of the march through that howling wilderness, clothed in luxuriant colors, that petrified nightmare. He had not sufficient provisions, or clothes, or tents. He carried unnecessary baggage with him, such as bedsteads, £200 in gold, boxes, rifles, etc., while his carriers had not even a tarpaulin to protect their naked, shivering thorn and leechtorn bodies from the cruelly cold rain of the mountains at night. But for all that, Ehlers was a brave man, who even under the tortures he personally suffered ever tried to encourage the lost legion he led. And he deserved a better fate than he struck. Imagination may easily supply what is better not written: the fight of the superior Caucasian intellect against the bestial savagery that threatened daily more under the incentive of fierce sufferings to break the weak bonds of scarcely learnt authority, till at last it all ended in murder, and—well, other things. Especially the fact that the expedition was composed of natives of different tribes, who in a state of nature hate each other fiercely (the very reason that brought these last facts to light), seems to point out a horrible state of affairs, after the last scrap of flour had disappeared, and leaves and roots formed the nourishment of those hopeless savages, with the hunger, the appetite for human flesh, only half controlled at best of time, burning in their aching entrails.

Such, then, is the tragedy that the simple news item concerning the murder of German Papua hides. As a specimen of nearly incredible horror, it has few equals; as a recommendation to Papua, it is more truthful than inviting; as an example of stupid madness, ennobled by bravery, it reminds one of the crusades; but as a lesson in colonisation, very likely it has been, and still may prove, valuable, for nature teaches man her law in no kindly, but unmistakable, frightfully plain language.—*Sydney Telegraph.*

MANDALAY-KUNLON RAILWAY.

A great deal having been lately written in the public papers regarding the progress on this line, it is as well to give a few facts showing the true state of affairs. The earthwork for about 70 miles and nearly all the bridges, being small ones in this length, are almost finished, and the rails have been laid for 14 miles to the foot of the Zebingyi Ghaut, but this Zebingyi Ghaut is a nut which the Railway will find a hard one to crack.

The work on this Ghaut is already nearly two seasons behind the rest of the line through no fault of the Railway officers. The first season no work could be done, as the original alignment was vetoed by the Government of India, and all that season was lost in finding a new alignment. The greater part of last season was also lost owing to the scare whether this line would be abandoned for another route up north of Mandalay, and consequently neither officers nor contractors put much heart in a work, which might, at any moment, be abandoned. The decision to stick to the Zebingyi Ghaut was not finally arrived at till the end of February, and thereby nearly the whole of that season also was frittered away.

The work on this Ghaut is the heaviest along the whole line. The 1,200 feet rise from the plains to the Zebingyi plateau has to be accomplished in 6 miles giving a 4 per cent. gradient nearly the whole way. In this length there are two small tunnels totalling about 150 feet in length, besides heavy cuttings exceeding 50 feet in depth and huge ravines to be filled up and crossed. There are now about three seasons, of hard work before the rails can be laid along these six miles, and the officers do not seem to have quite grasped this fact. There is no way of escaping or avoiding this Ghaut, and hence all work done up towards Maymyo is practically of little or no use until the Zebingyi Ghaut has been tackled and as far as appearances now go there is no chance of the Railway getting into Maymyo till the end of the present century.

The climate of this Ghaut is the most virulent along the whole line, and neither officers, subordinates, contractors nor coolies can stand it. This fact has been amply proved by the experience of the last two seasons. The man who delayed the opening of Wuntho Katha Section for three seasons is hardly the man for this Ghaut. What are required now are liberal measures and liberal rates. Famine rates will not see this work accomplished till the new century comes in. Mr. Bagley ought to put his most energetic and liberal-minded officer on this Ghaut as a special job, and give him a free hand as to rates, tying him down simply to time, and then there is some likelihood of the work humming instead of the present snail's pace at which it is progressing. Unless liberal measures be adopted at once the Zebingyi Ghaut is likely to damage the reputation of many of the officers of the Railway. The Lieutenant-Governor has been up to Maymyo, and it is to be hoped that he has seen the Ghaut portion and fully appreciates what the Railway have before them ere he can hope to make Maymyo his hot weather head-quarters. This may have the effect of waking up the officers of the Railway.—*Indian Engineering.*

THE JOYS OF SABBATARIANISM.

Louis Beck, the well-known South Sea novelist, gives the following amusing account of his experience of Sunday observance in Wales:—

Cornwall is a pretty rough place for the unfortunate traveller in need of refreshment on a Sunday; but the other day I had an experience in South Wales that has inspired me with loathing for the country. I happened to be in Cardiff on Saturday, and, as I did not intend returning to town till Monday, cast about for a place in which to spend Sunday (no same man would spend Sunday in Cardiff, any more than a Sydney man would go to Bourke in January for a change of air). Porthcawl, I was assured, was a good place. So I went to Porthcawl. 'Tis a little seaside village, with a rock-bound coast and exceedingly dirty—marvellously dirty—appearance. I was directed to the leading hotel, a gaunt building situated on a deserted esplanade. Could I have some dinner, I inquired of a large young female in the bar. She eyed me suspiciously, and inquired in acidulous tones if I had any luggage. No, I had no luggage. She looked at me for a minute or so, and then said she would send for Mr. Morgan, or Jones, or somebody, the proprietor. That gentleman came and inspected me, and at once opened the conversation by telling me that my dinner would cost 3s. Then he waited to see the effect. "Very well," I said: "hurry up, I'm hungry." He said in his barbarous jargon that "he wass not a man to hurry for anypody whateffer;" also that the cook "wass going to chapel" and he "tit not think she would be willing to cook any tinner whateffer." Realising my parlous situation, I adopted the suaviter in modo plan, and asked the hairylooking proprietor to consider the fact that I was hungry; then I asked him to have a drink. He accepted with celerity, and began to unbend. But he said it "wass ferry strange that a shentleman should come to Porthcawl without any luggach whateffer." After accepting another drink he agreed to get me some "tinner" cooked. And an awful dinner it was; but being hungry I ate it. Negotiations for a bed having been completed, and both that and the dinner being paid for, the hairy Taffy began to unbend, and said I should have a ferry good breakfast. Then he asked me if I would come to the chapel and hear some ferry goot singing. I declined on the plea of not being conversant with the Welsh tongue. This seemed to raise dark suspicions in his mind for he asked me if I would pay for my breakfast in advance! This upset my placid temper, and I declined in somewhat vigorous language to either pay in advance or eat the breakfast; also I remarked upon the general filthy condition of his establishment and the odor of the chop he had given me for dinner. After a sharp interchange of exceedingly uncomplimentary remarks—he telling me I "wass a tammed American foreign man who had no pisness in Porthcawl, whateffer," and I replying that he was a degraded savage, and not fit to have charge of a pig-stye—I left the "leading hotel," and set out to look for other quarters. Lying in the little dock I espied a steam tug, and some mysterious prompting of Providence moved me to go on board. She belonged to Milford Haven, and, joy untold, her skipper was an Irishman. He made me very welcome, produced a huge wickerwork jar of whisky, said I could sleep aboard his craft, and that I ought to thank God for falling across Christians in such a place as Porthcawl. He was a splendid type of a sailor, and I was much interested to learn that he had once served as quarter-master on the old *Great Britain* steam-ship, running from London to Melbourne thirty years ago. Early in the morning the skipper and I started out for a walk around the vicinity of Porthcawl, and about noon returned to the town to get some dinner. Fatuity! We might as well have tried to get to the moon. The mere mention of a hot dinner on Sunday to Porthcawlites was as a red rag to a bull; and one leathery-faced female, whose dwelling bore the inscription of "Restaurant," nearly exploded with wrath when we said that we would be content with bread and cheese and beer. I think she called us "*vagrants*," and said something about the police, and finally asked us if we were not ashamed of ourselves whatever to go walking about on Sunday smoking pipes—and people just coming out of chapel whateffer! So we returned to the tug, and ate a dinner of corned beef and potatoes, the which we washed down with liquid from the wickerwork flask before-mentioned. Never more do I want to spend a Sunday in pious Wales, unless it be my fortune to fall in with such another genial friend as my Irish skipper of the tugboat.

JAPANESE STEAMERS ON THE YANGTSE.

The Osaka Shosen Kaisha has received instructions from the Minister for Communications in regard to the proposed steamship service on the Yangtse. According to the *Osaka Asahi*, the instructions are that the Company shall provide the services specified hereafter for ten years commencing on the 1st January, 1898, for the transmission of mails, passengers and cargo. The steamers are to be run from Shanghai to Hankow, calling at Chingkiang, Wuhu and Kiukiang, both on the way up and on the return voyage. A service has also to be provided between Hankow to Ichang, calling at Shashi on both voyages. On the Shanghai-Hankow line two steamers, of 600 tons or more each, with a speed of not less than ten nautical miles an hour, are to be used, and the steamers must make six voyages a month to Hankow and back during the period from March 1st to the end of October, and not less than four voyages a month during the other months of the year. On the Hankow-Ichang line a steamer of similar size and speed shall be run making three return voyages a month between the 1st April and the end of September, and two a month from the 1st October to the end of March. During the time these instructions remain in force, an annual subsidy of 94,264 yen will be granted for the Shanghai-Hankow line. (The subsidy for the other service, the *Asahi* does not give). The company has decided to establish an office at Hankow, appointing agents at other places for the present. The Nippon Yusen Kaisha has agreed to act as the agents at Shanghai. An agreement has been made between the two companies that the N Y K steamer shall connect at Shanghai with the Yangtze steamers of the O.S.K. It is added that the Company has arranged to put two of the three steamers, *Otgawa*, *Tonegawa* and *Tenrugawa* on the Shanghai-Hankow line to commence with and to build a new steamer for the Hankow-Ichang line. The order for the latter has been placed with the Kawasaki Yard, Kobe. The new steamer will be a flat-bottomed boat of about 1700 tons, 230 feet long, 40 feet wide, and 10 feet deep, with a speed of 11 knots. For the accommodation of passengers it will have eight special cabins, eight first class cabins and room for 160 steerage passengers. She will be built of steel.

THE TIRAH CAMPAIGN.

A frontier correspondent of the *Times of India* writes:—I do not think that India at large fully realises what the present Tirah Expedition means. Drawing a parallel with our average frontier expeditions, there is little to show the public that we are on the eve of a campaign, which, even though it may be a short one, will probably be the most sanguinary which the frontier has seen for years. Leaving the Orakzai section alone, the Afridi clans themselves will prove an enemy worthy enough. It must be borne in mind that, from the extreme fertility and geographical position of this section of the frontier, the Afridis have become a wealthy clan and that they have exercised this wealth by arming themselves with the latest pattern of breechloading rifles. Moreover, a fighting nation by birth and instinct, a very large proportion have received military training in our own regiments. The chief tribes of the Afridis are the Kuki Khels, Kasiba Khels, Kamarai Khels, Malikdin Khels, Sipah, and Zakka Khels. These, of course, are divided and sub-divided up into many sections and sub-sections, which in peace time consider themselves as separate units, but which upon the nation being involved in war at once combine with their sections. Of the tribes enumerated above, the Kuki Khels and Sakka Khels are the strongest; but roughly estimating, the whole fighting strength of the Afridis is nearly 30,000 men, and of these 50 per cent. are armed with weapons of range and precision. This is irrespective of the Orakzais who are implicated on our left. Reliable information is to hand that the Afridis intend fighting to the last, and now that their autumn harvests are in they will have a free hand, and it is this point that we would press home, that 50,000 fighting tribesmen of the stamina and instincts of the Afridi and Orakzai will mean heavy fighting before a British Agency can dictate terms from the Tirah plateau, and that is the only place from which we can dictate terms which will carry sufficient weight and govern the situation. The Tirah plateau itself from all reports is a glorious spot, suited before all others to be a base for operations upon our North-west frontier, as it adds to its virtues by being well suited as a sanitorium. Native report says that no Indian hill station can compare with it—the valleys are fertile in the extreme, fruit trees grow and flourish, and its crops run into luxuriant growth. It is never subject to heavy rain, as it is out of the monsoon current. Snow falls heavily during the winter months, but it is a dry and healthy cold, and seeing what physique the Afridi Pathan has, it seems possible that these reports are true in the main.

NOTANDA.

CALENDAR.

NOVEMBER.

Meteorological means based on ten years' observations to 1898.

Barometer	30.115
Thermometer	69.0
Humidity	65.0
Rainfall	0.81

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.01	29.96
Thermometer	82	78
Humidity	58	81
Rainfall	......	......

TO-DAY.

Saturday, 6th November, 1897.
(St. Leonard.)

Chinese—*12th of 10th moon of 23rd year of Kwong-sü.*
Jewish—*11th Hesvan, 5658.*
Mohammedan—*10th Jomada II., 1315.*

Sun—*Rises*		*6hr. 9min.*
Sets		*5hr. 20min.*
High water—*Morning*		*7hr. 15min.*
Afternoon		*7hr. 28min.*
Low water—*Morning*		*1hr. 16min.*
Afternoon		*1hr. 4min.*

ANNIVERSARIES.

1839—The Tsimshatsui Battery opened fire on the British ships anchored in Hongkong harbour.
1840—Truce of Chusan.
1860—English and French Treaties promulgated by *Peking Gazette.*
1877—Gunpowder explosion on a Chinese junk near Cheung-chow; twenty persons killed.
1896—British sailors attacked and wounded by French sailors at Nagasaki.

TO-MORROW.

Sunday, 7th November, 1897.
(21st after Trinity.)

Chinese—*13th of 10th moon of 23rd year of Kwong-sü.*
Jewish—*12th Hesvan, 5658.*
Mohammedan—*11th Jomada II., 1315.*

Sun—*Rises*		*6hr. 9min.*
Sets		*5hr. 19min.*
High water—*Morning*		*8hr. 18min.*
Afternoon		*7hr. 57min.*
Low water—*Morning*		*1hr. 56min.*
Afternoon		*1hr. 51min.*

ANNIVERSARIES.

1724—John Kyrle, "Man of Ross," died.
1834—Imperial Edict prohibiting the opium trade.
1843—Death of Lieut.-Colonel Knowles at Hongkong.
1893—Mr. John Macgregor died in Shanghai.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHARE MARKET.

LATEST QUOTATIONS.

Hongkong Banks 180 per cent. prem., buyers; Canton Insurances $160, sellers; China Sugars $157, sales and buyers; Olivers (B) $8.10, buyers.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Ernest Simons*) to-morrow.
Indian (*Arratoon Apcar*) to-morrow.
American (*Doric*) 8th inst.
Tacoma (*Victoria*) 11th inst.
German (*Bayern*) 17th inst.
American (*China*) 19th inst.
American (*Belgic*) 28th inst.

THE P. & O. steamer *Shanghai*, from China, arrived in London on the afternoon of the 5th inst.

THE O. & O. S. S. Co.'s steamer *Doric*, with mails, etc., left Shanghai for this port at 7 o'clock this morning

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the "Glen" line steamer *Glenavon*, from London and Straits, left Singapore for this port yesterday evening, the 5th inst.

THE Imperial German Mail liner *Bayern*, carrying the German mails with dates from Berlin of the 18th ult., left Colombo for this port yesterday afternoon, and may be expected here on or about Wednesday, the 17th inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Talitse	steamer,	from	Saigon
Tsinkai	"	"	Singapore
Nanyang	"	"	Foochow
Cosmopolit	"	"	Swatow
Pakshan	"	"	Bangkok
Choysang	"	"	Canton
Sullberg	"	"	Canton
Sherard Osborne	"	"	Macao
Amara	"	"	Samarang
Palinurus	"	"	Singapore

Aggregating 12,571 tons register.

DEPARTURES

Hanoi	steamer,	for	Haiphong
Picciola	"	"	Kobe
Kwanglee	"	"	Canton
Clara	"	"	Haiphong
Tsohsang	"	"	Shanghai
Loongmoon	"	"	Shanghai
Pyrrhus	"	"	Shanghai
Zafiro	"	"	Manila
Vale of Doon	bark	"	Hoihow

Aggregating 9,656 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Irene (H.I.G.M.S.)	at	Kowloon	Dock.
Hallam	"	"	"
Kagoshima Maru	"	"	"
Lekin	"	"	"
Pronto	"	"	"
Activ	"	"	"
Nanyo Maru	"	"	"
West York	"	Cosmopolitan	"
Gerda	"	"	"

SWATOW.

	Arrivals.	*from*	*Agents.*
Nov. 4	*Hongkong*	Amoy	L.Y.S. & Co.
5	*Nanyang*	Amoy	J. M. & Co.
5	*Hangchow*	C'foo & N'wang	B. & S.
	Departures.	*for*	*Agents.*
Nov. 4	*Kansu*	Wuhu	B. & S.
4	*Cosmopolit*	Hongkong	L. & H.
4	*Hongkong*	Singapore	L.Y.S. & Co.
5	*Whampoa*	Shanghai	B. & S.
5	*Nanyang*	Hongkong	J. M. & Co.

IN PORT—H.M.S. *Phoenix, Hangchow.*

PASSED THE CANAL.

OUTWARD—28th September—*Cam, Trieste.* 1st October—*Glengarry, Strathallan.* 5th October—*Commonwealth.* 8th October—*Bandidi, Ernest Simons, Pyrrhus, Irene.* 15th October—*Canton, Myrmidon, Port Adelaide, Bellona, Dorothea Rickmers, Frey.* 22nd October—*Irene, Deuteros, Taichu.* 26th October—*Pakling; Bayern, Benalder.* 29th October—*Priam, Poseidon, Dalis, Hanseat.* 2nd November—*Benvenue, Maria Valerie, Malacca, Orestes, H. Sipeng, Kirkfield.* 5th November—*Preussen, Saghalien, Kaisow, Mount Tabor.*

HOMEWARD—24th September—*Java, Salsette.* 5th October—*Diomed, Tantalus.* 8th October—*Prinz Heinrich, Lennox.* 12th October—*Glenavon.* 15th October—*Aglaia, Saghalien.* 19th October—*Prometheus, Kara.* 22nd October—*Shanghai, Laos.* 26th October—*Pathan.* 29th October—*Ningchow, Salsette.* 2nd November—*Hyato, Yapan.*

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of *Consumption, Bronchitis, and General Debility*, than any other remedy known to medical science. Read the following:—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne."—MARTIN MILES, M.D., &c., Stanstead, Bucks. Any Chemist ... Sole Agents for Hongkong and the ... of China:—Watsons & Co., Hongkong.—[illegible]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU ..... J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, VIA STRAITS (Transhipping Cargo for JAVA PORTS), COLOMBO and PORT SAID.....	THURSDAY, 11th November, at 4 P.M.
*KAGOSHIMA MARU ..... W. Thompsen	SEATTLE, WASH., U.S.A. VIA KOBE and YOKOHAMA	SUNDAY, 7th November, at NOON.
OMI MARU..... C. Young	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th November, at 4 P.M.
HAKATA MARU ..... R. Nivison.....	KOBE and YOKOHAMA	MONDAY, 15th November, at 4 P.M.
IDZUMI MARU ..... R. Nunome	KOBE and YOKOHAMA	FRIDAY, 19th November, at 4 P.M.
TOKIO MARU..... E. W. Haswell.....	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 22nd November, at 4 P.M.
SENDAI MARU ..... C. Olsen	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.....	FRIDAY, 19th November, at 4 P.M.
HIROSHIMA MARU ..... N. Ohno.....	BOMBAY, VIA SINGAPORE (Transhipping Cargo for Java Ports), and COLOMBO	TUESDAY, 23rd November, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHEN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st November, 1897 [1664

NOTICE.

THE ANNUAL SESSION of HER MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on THURSDAY, the 11th day of November, A.D. 1897, at 12 o'clock Noon, for the purpose of considering the undermentioned applications for SPIRIT LICENCES for the year 1897-1898 :—

No.	Name of Applicant	Whether before licensed	Description of licence.	Sign of House.	Situation of House.
1	Joachim Gomes ...	Yes.	Publican's licence.	The Man at the Wheel Hotel	No. 306, Queen's Road Central.
2	I. P. Madar	"	"	The New Victoria Hotel.....	No. 9, Queen's Road Central.
3	G. J. Casanova	"	"	The Peak Hotel	Rural Building Lot 77, Peak.
4	L. M. Lobo.....	"	"	The Kowloon Hotel..	Elgin Road, British Kowloon.
5	A. R. Hock Goon ...	No.	"	The Grand Hotel ...	Nos. 240, 242 & 244, Queen's Road Central.
6	John A. Drewes.....	Yes.	"	The Praya East Hotel.....	Nos. 38 & 39, Praya East.
7	M. Stenberg	"	"	The Colonial Hotel...	No. 1, Jubilee Street.
8	I. Silberman	"	"	The Globe Hotel.....	No. 184, Queen's Road Central.
9	G. Neubrunn.....	"	"	The Land we live in Hotel.....	Nos. 332, and 334, Queen's Road Central.
10	C. A. Stuhlmann ...	"	"	The Travellers' Hotel	Nos. 12 & 13, Victoria Street.
11	W. Krater	"	"	The Rose, Shamrock & Thistle Hotel ...	No. 290, Queen's Road Central.
12	Anne Melhuish.....	"	Adjunct licence.	The Criterion Restaurant	Nos. 21 and 23, Pottinger Street.
13	F. I. F. Bedford ...	"	Publican's licence.	The Western Hotel...	Nos. 90 & 92, Queen's Road West.
14	Hans Jerisum.....	"	"	The German Tavern	No. 268, Queen's Road Central, and also three upper floors of No. 266, Queen's Road Central.
15	J. W. Osborne	"	"	The Bay View Hotel	Shaukiwan Road.
16	Jas. Goodchild	"	"	Thomas' Grill Room	No. 2, Queen's Road Central.
17	P. Bohm.....	"	"	The Windsor Hotel	No. 13, Queen's Road Central.
18	Cawasjee Byramjee	"	"	The Hung Hom Hotel	No. 30, Belkeley St., Hung Hom.
19	A. D. Death	No.	"	The Hongkong Hotel	Nos. 21, 23, 25 & 31, Queen's Road Central, and Nos. 1 and 3, Pedder's Street.
20	Moota Mahomed ...	Yes.	"	The Stag Hotel	Nos. 148 and 150, Queen's Road Central.
21	P. Hardman	No.	"	The Sailors' Home...	Praya West,

H. E. WODEHOUSE, *Police Magistrate.*

Magistracy, Hongkong, 27th October, 1897. [1-w 1679

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES

STAMPED ARTICLES

FOR

MILITARY EQUIPMENT



Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

GOVERNMENT NOTIFICATION.
No. 453.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 8th day of November, 1897, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 23rd October, 1897. [1666

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 8th day of November, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong-Kok-Tsui, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Kowloon Inland Lot		ft.	ft.	ft.	ft.		$	$
1	361	Mong-Kok-Tsui.	200	200	100	100	20,000	206	3,600

GOVERNMENT NOTIFICATION.
No. 442.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

TUESDAY,

the 9th day of November, 1897, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 23rd October, 1897. [1675

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 9th day of November, 1897, at 3 P.M., by Order of His Excellency the Governor, of Six Lots of CROWN LAND, together with Building Material stacked thereon, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Inland No.	Taipingshan Street	ft.	ft.	ft.	ft.		$	$
2	7,451	"	45	45	45	45	1,625	32	6,100
3	7,451	"	45	45	45	45	1,625	32	6,100
4	7,451	"	45	45	45	45	1,625	32	6,100
5	7,452	"	45	45	45	45	1,625	32	6,100
6&6	7,452	"	45	45	45	45	1,625	32	6,100
7	7,452	"	30	30	45	45	1,350	22	5,400

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 7th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th November, 1897. [1683

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ST. NINIAN,"

Haynes, Master, will be despatched for the above ports on or about 8th November.

To be followed by the

S/S. "MARIE JEBSEN" on or about 15th Nov.
S.S. "FALLODON HALL" on or about 15th Nov.
S.S. "FERNFIELD" on or about 5th Dec.
S.S. "YARROWDALE" on or about 15th Dec.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21nd October, 1897. [1448

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched on TUESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd November, 1897. [1678

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on FRIDAY, the 12th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd November, 1896 [1673

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

Captain C. de La Perrelle, will be despatched as above on or about the 14th November.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 28th October, 1897. [1624

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CROMARTY,"

to sail about 30th November, 1897.

S.S. "SIKH," to sail about 17th Dec., 1897.
S.S. "PORT ADELAIDE" about 25th Dec., 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 1st November, 1897. [1660

To be Let.

TO LET.

DWELLING HOUSES:—
HOUSES in RIPON TERRACE.
FLOORS in STAUNTON and ELGIN STREETS.
GODOWNS in BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 13th October, 1897. [11

TO LET.

"CREGGAN," THE PEAK—Furnished, from 1st November.

Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY, CO., LD.

Hongkong, 27th October, 1897. [1635

TO LET.

NO. 4, QUEEN'S ROAD CENTRAL (at present occupied by The Bank of China and Japan, Limited). Possession from 1st January, 1898.

Apply to
TANG CHEUK HING,
Compradore to the
MITSUI BUSSAN KAISHA;
No. 6, Ice House Street.

Hongkong, 27th October, 1897. [1-m 1637

TO LET.

TOP FLOOR of No 7, QUEEN'S ROAD CENTRAL, as OFFICES.

Apply to
E. D. SASSOON & Co.

Hongkong, 2nd November, 1897. [1676

TO LET.

HOUSE in BELILIOS TERRACE.

GROUND FLOOR GODOWN in DUDDELL STREET.

Apply to
BELILIOS & Co.

Hongkong, 29th October, 1897. [1650

KUHN & KOMOR,

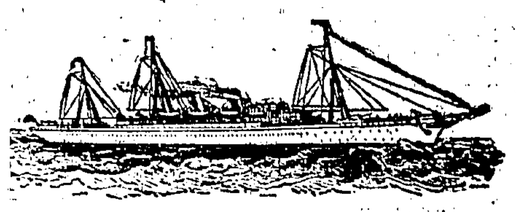
JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [457

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr, O. P. Marshall, R.N.R...WEDNESDAY, 24th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 22nd December.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Thursday, 18th Nov., at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 7th Dec., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 28th Dec., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 18th Nov., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [19

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama	Tuesday, 9th Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 27th Nov., at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Thursday, 16th Dec., at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *vid* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA & YOKOHAMA on TUESDAY, the 9th November, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *vid* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

"JEYES' FLUID" THE BEST DISINFECTANT

DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [81

Mail.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday...	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.
Preussen	Tuesday...	1st Feb.
Sachsen	Tuesday...	1st March.

ON TUESDAY, the 9th day of November, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 6th Nov. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 8th Nov., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 8th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 12th October, 1897. [1563

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma	2,549	T. Whistler, R.N.R.	Nov. 9.
Victoria	3,167	J. Panton, R.N.R...	Nov. 30.
Olympia	2,608	J. Truebridge.....	Dec. 21.
Columbia	2,605	A. Gow.....	Jan. 11.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Lombard	2,580	C. Ralson	Nov. 16.
Braemar	3,601	E. Potter.....	Dec. 14.
Mogul...	3,654	W. H. Wright.....	Jan. 4.

THE attention of Passengers is directed to the very cheap rates offered by this Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenes of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 4th November, 1897. [4



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"ANCONA,"

Captain W. D. Mudie, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 18th Nov., at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *India*, leaving that Port on the 11th December for London direct.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed to Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 5th November, 1897. [5

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